



Motorcoach Task Force

May 31, 2016

Agenda



- **Introductions / Ground Rules (7:00-7:05)**
- **April Data Collection – Short Term Parking (7:05-7:20)**
- **Evaluation Criteria Overview (7:20-7:35)**
- **Evaluation Criteria Public Comment (7:35-7:45)**
- **Evaluation Criteria Prioritization (7:45-8:10 PM)**
- **Short Term Parking Options (8:20-8:45 PM)**
- **General Public Comment (8:45-8:50)**
- **Next Steps (8:50-8:55)**
- **Selection of Vice Chair (8:50-8:55)**





Ground Rules

The Task Force recognizes that...

- all stakeholder opinions are important and valid
- members should exercise courtesy and avoid dominating discussion to allow all members to meaningfully contribute
- following the agenda will keep meetings focused and help meetings end on time
- the public will have an opportunity for input at each meeting



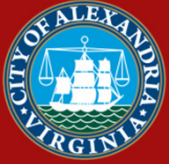
Task Force Objectives

Objective

- Review locations and/or management strategies for motorcoach loading/unloading areas and short term parking

Goal work product

- Formalize recommendations via reports to the Director of the City's Department of Transportation & Environmental Services
 - Reports may discuss differing opinions; the Task Force need not identify a consensus position



Vice Chair Selection

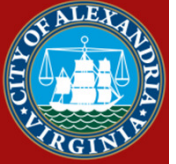
- At the end of the meeting, the Task Force will select a new vice chair.

Responsibilities:

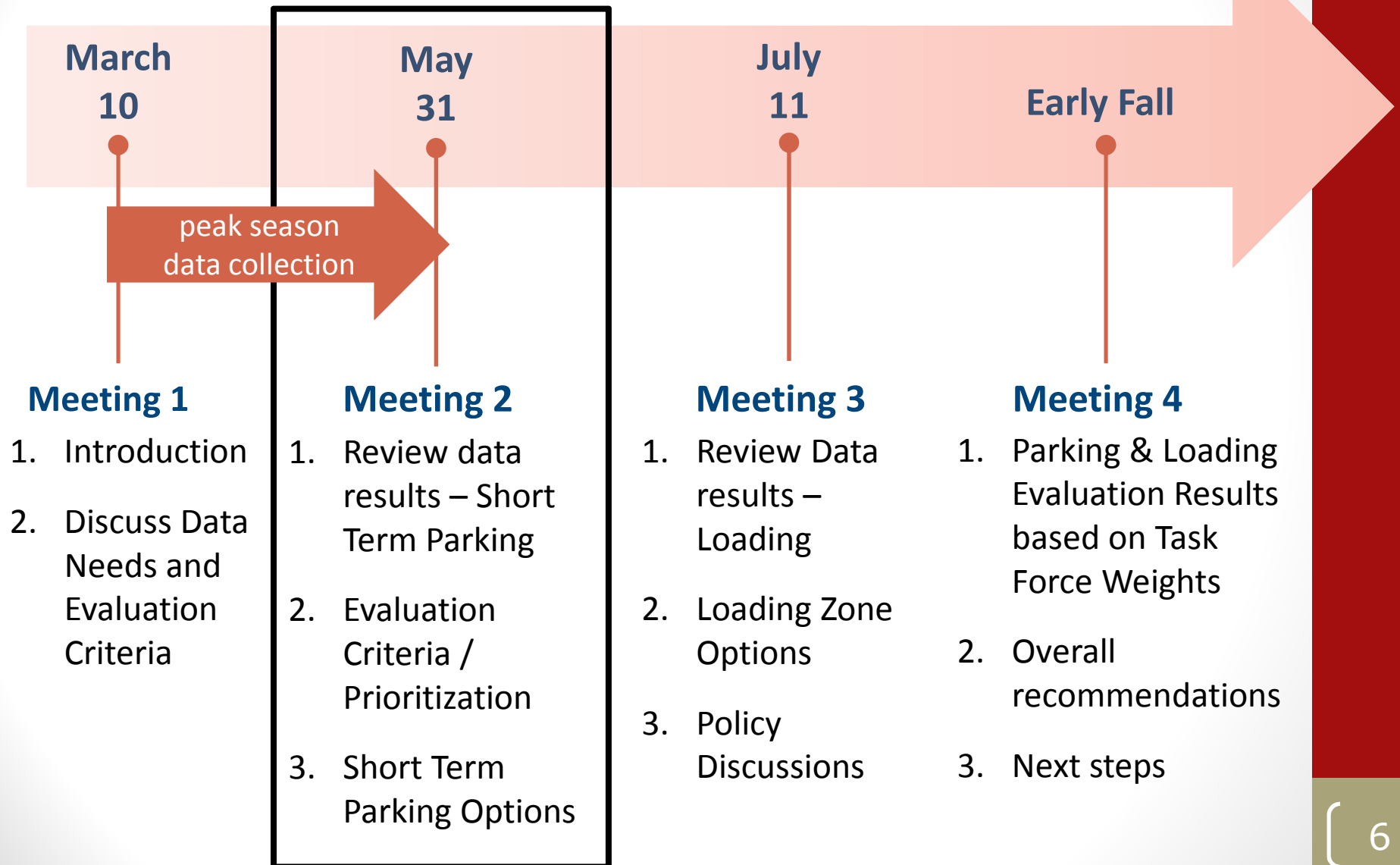
- Coordinate with staff prior to remaining two meetings (typically 1-2 one hour meetings; vice chair may call-in if desired)
- Preside over meetings in the absence of current Task Force Chair

Process:

- Open nominations
- If more than one interested member; Task Force will vote
- Member may make brief statement if vote is necessary



Updated Schedule





Part I: April Data Collection – Short Term Parking



April Data Collection

Current usage of short term parking and loading/unloading spaces

- video, in-person, and reservation system occupancy data collection

Potential future usage of short term parking and loading/unloading spaces

- viability of potential loading or parking locations to replace locations being removed



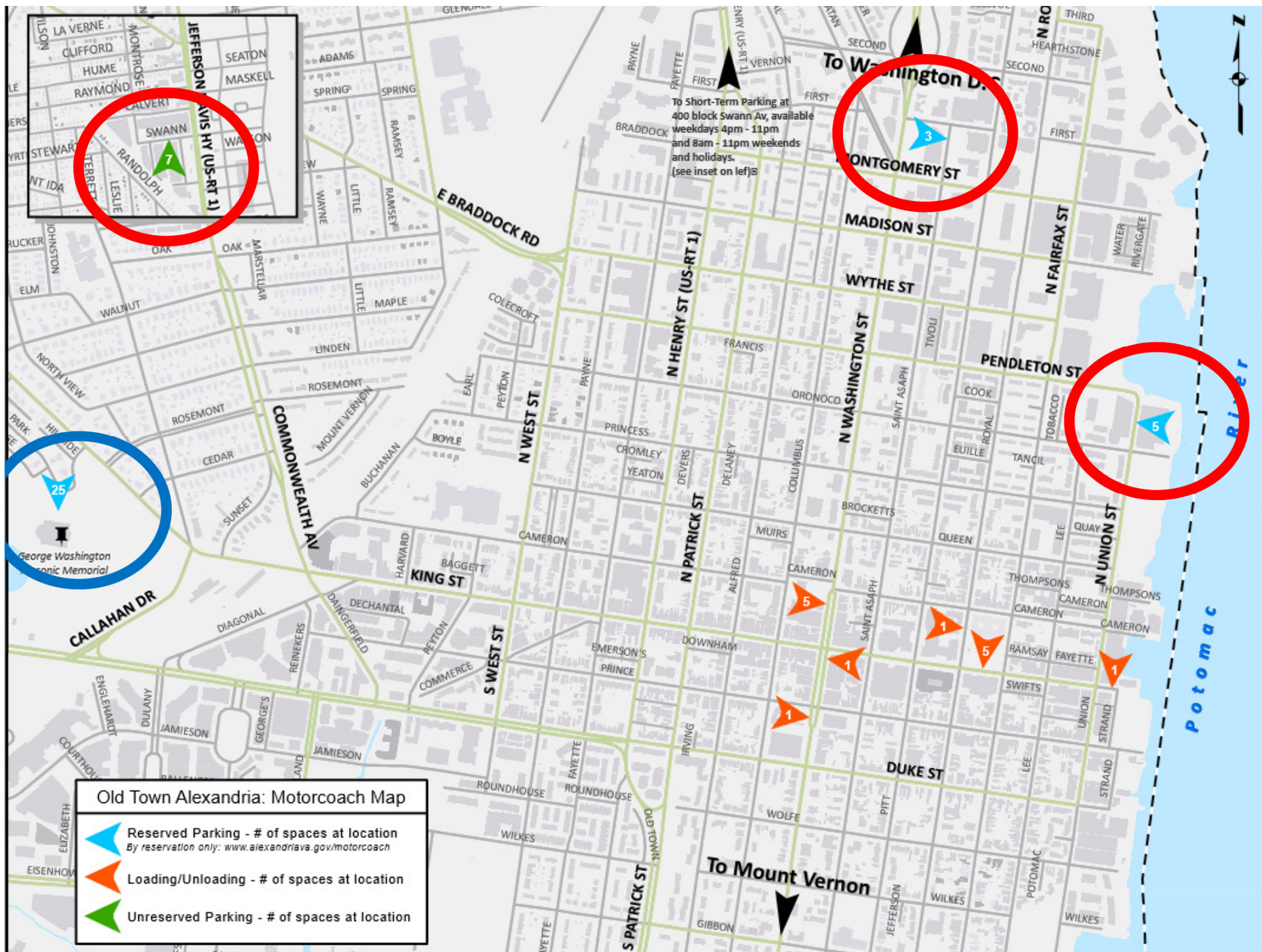
Existing Short Term Parking Locations

Locations & Survey Type:

- N. Union Street (reservation data)
- N. St. Asaph Street (reservation data)
- Swann Avenue (staff survey)
- Masonic Temple (reservation data)

Timeframe:

- Chosen based on previous year trends and concurrence with Cherry Blossom Festival Ceremonies
- Thursday, April 14 to Sunday, April 17, 4pm-10pm



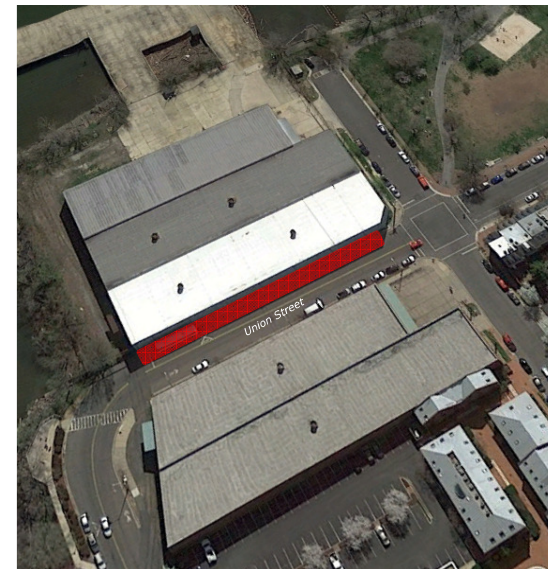
Existing Short Term Parking Locations

Union Street

Reservation-Based Short Term Parking

	Average Utilization	Peak Utilization	Minutes at Peak*
Thursday	59.9%	100%	120
Friday	59.9%	100%	120
Saturday	23.4%	60%	60
Sunday	51.8%	100%	60

*based on reservation system data, during sample period only; "minutes at peak" data available only in 30 minute increments



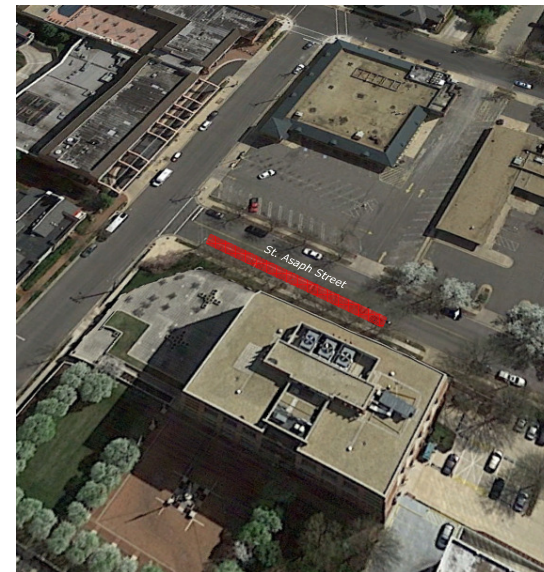
Existing Short Term Parking Locations

St. Asaph Street

Reservation-Based Short Term Parking

	Average Utilization	Peak Utilization	Minutes at Peak*
Thursday	36.3%	100%	60
Friday	49.9%	100%	180
Saturday	27.9%	66.7%	90
Sunday	27.9%	66.7%	90

*based on reservation system data, during sample period only; "minutes at peak" data available only in 30 minute increments



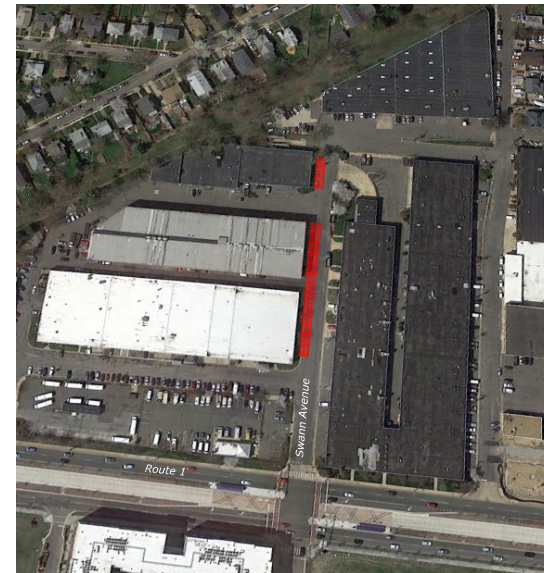
Existing Short Term Parking Locations

Swann Avenue

“First Come First Serve” Short Term Parking

	Average Utilization	Peak Utilization	Minutes at Peak
Thursday	9.2%	33.3%	55
Friday	2.0%	16.7%	43
Saturday	18.7%	66.7%	11
Sunday	20.4%	50.0%	58

*based on staff field survey during sample period



Existing Short Term Parking Locations

Masonic Temple

Reservation Based Long-Term/Overnight Parking

	Average Utilization	Peak Utilization	Minutes at Peak*
Thursday	24.3%	32.0%	60
Friday	26.67%	36.0%	60
Saturday	12.0%	12.0%	360
Sunday	6.7%	8.0%	240

*based on reservation system data, during sample period only; "minutes at peak" data available only in 30 minute increments





Existing Short Term Parking Locations

Overall Takeaways

- Free reservation-based spaces enjoy higher utilization rates; however, there is no disincentive for over-booking.
- Swann Avenue is underutilized, and capacity is hampered by illegally parked vehicles.
- Masonic Memorial has ample space to absorb additional parking demand, but its cost may function as a disincentive.



Part II: Evaluation and Weights

Draft Evaluation Criteria for Potential Future Facilities

Please refer to your evaluation criteria handout for the following discussion and questions.



2016 MOTORCOACH TASK FORCE – EVALUATION CRITERIA AND METHODOLOGY

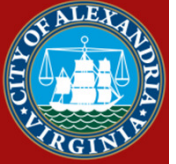
Staff has carefully reviewed the feedback on evaluation criteria from Motorcoach Task Force Meeting #1. Evaluation criteria data will be collected, compiled, and analyzed by staff to provide the Task Force with an objective depiction of the benefits and disadvantages of potential motorcoach locations. During Meeting #1, the Task Force suggested and/or emphasized the evaluation criteria shown in bold font under the "Evaluation Indicator" heading.

Next Steps:

- The Task Force will provide any comments, questions, or concerns about the Evaluation Criteria by 5pm on Tuesday, May 3.
- Staff will provide the Task Force with data collection results at Meeting #2 (May 31).
- The Task Force will be asked to determine weights for the evaluation criteria (based on importance) at Meeting #2 (May 31).

Evaluation Indicator	Description	How will staff obtain/quantify this information?
Quality of Life Bucket	The evaluation criteria in the "quality of life bucket" are intended to inform residents about how a potential future motorcoach facility may impact their homes and day-to-day lives.	
• Proximity to single-family and/or multifamily residential structures	This indicator is used as a baseline to assess potential future motorcoach facilities' impact residential structures. Single-family structures tend to be stick built and are more susceptible to vibrations and noise. Multifamily structures tend to be less susceptible to vibrations and noise due to their typical construction and height.	Staff will use Geographic Information Systems (GIS) to determine the closest single-family residential structure. This value will be captured in linear feet.
• Median age of structures within 1 mile buffer	As the Task Force indicated that motorcoach operations (and other heavy vehicle operations) cause vibrations and potentially damage older residential structures, this indicator captures the "typical" age of a structure. Newer median dates suggest a location may be better suited for motorcoaches.	Staff will use GIS geoprocessing tools and internal year-built data (a compilation of tax assessment data, plat/subdivision data, and development application data) to determine the median year-built date.
• Proximity to environmental resources/protected areas	The Task Force indicated that it values environmental resources and hopes to keep motorcoach operations away from environmentally sensitive areas. This indicator captures the distance between sensitive areas and potential future facilities.	Staff will work with the City's Infrastructure and Environmental Quality & Sanitary Sewer/Stormwater Infrastructure Divisions to locate environmentally sensitive areas. Staff will measure the distance between the potential future facility and the environmentally sensitive area in linear feet using GIS.

Evaluation Indicator	Description	How will staff obtain/quantify this information?
Convenience & Accessibility Bucket	The evaluation criteria in the "convenience & accessibility bucket" are intended to inform those representing the industry about how beneficial a potential future motorcoach facility may or may not be in relation to load-generating points and amenities.	
• Distance to publically accessible bathroom facility and/or retail uses.	The Task Force indicated that it is important for motorcoaches facilities to be located in proximity to restroom facilities and retailers. Minimal distance is important for passengers at loading and unloading locations, and important for operators at short-term parking locations.	Staff will use the City's internal land use GIS data to identify distance to retailers in linear feet. Staff will also run field surveys at each potential site to locate nearby restroom opportunities in cases where retail is not within walking distance.
• Distance to waterfront access	The waterfront is a significant load-generating point; therefore, minimal distance to the waterfront is beneficial for operators and passengers.	Staff will use GIS to measure the distance between a potential future facility and the closest waterfront access. Measurements will be captured in linear feet.
• Distance to King Street	King Street is a significant load-generating point; therefore, minimal distance to the waterfront is beneficial for operators and passengers.	Staff will use GIS to measure the distance between a potential future facility and the closest point on King Street. Measurements will be captured in linear feet.



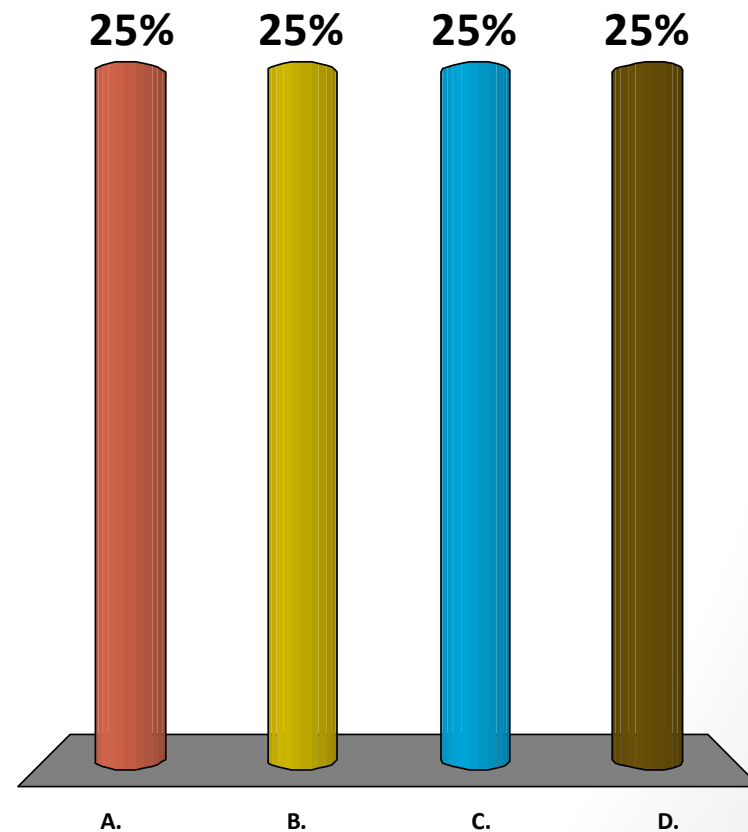
Public Comment Period #1

- Comments at this time are limited to discussion of the evaluation criteria.
- A general comment period is also scheduled at the end of the meeting.



EXAMPLE POLL: Which city has the best residents, employees, and business owners?

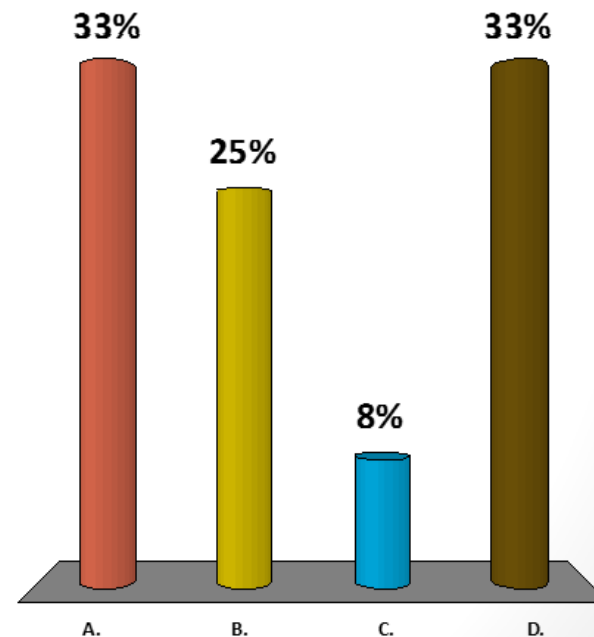
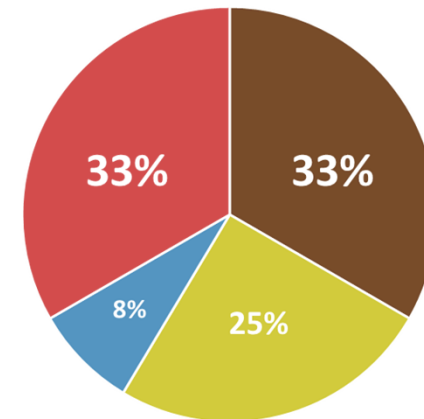
- A. Alexandria, VA
- B. The city directly west of the Potomac and south of Arlington.
- C. Both A and B.
- D. All of the above.



Example Weighting System

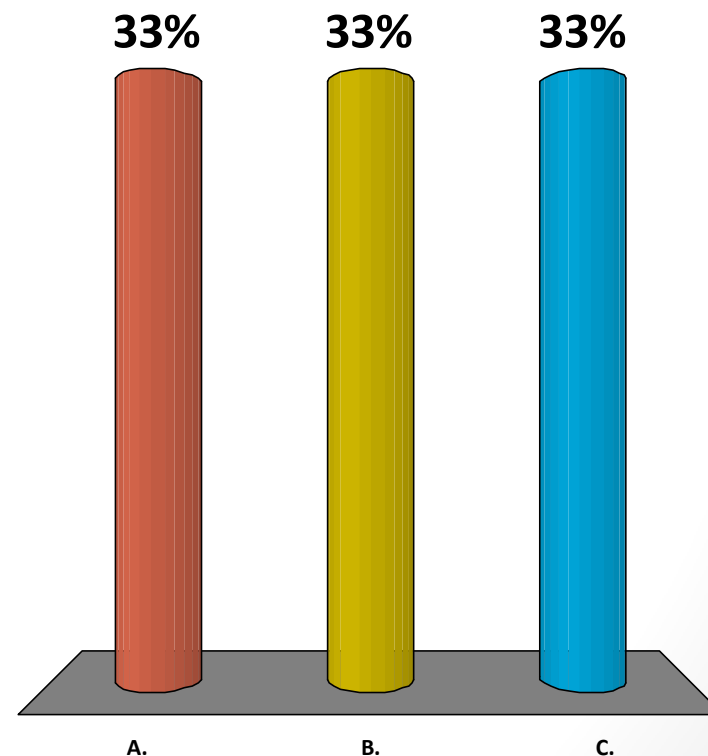
- scores for actual criteria range between 1 and 5 based on thresholds
 - For example, “distance to restrooms/retail”
 - $\leq 250' = 5$
 - $251' - 500' = 4$
 - $501' - 750' = 3$
 - $751' - 1000' = 2$
 - $> 1000' = 1$
- example received 12 votes
- multipliers:
 - A score * 1.33
 - B score * 1.25
 - C score * 1.08
 - D score * 1.33

Task Force Preferences



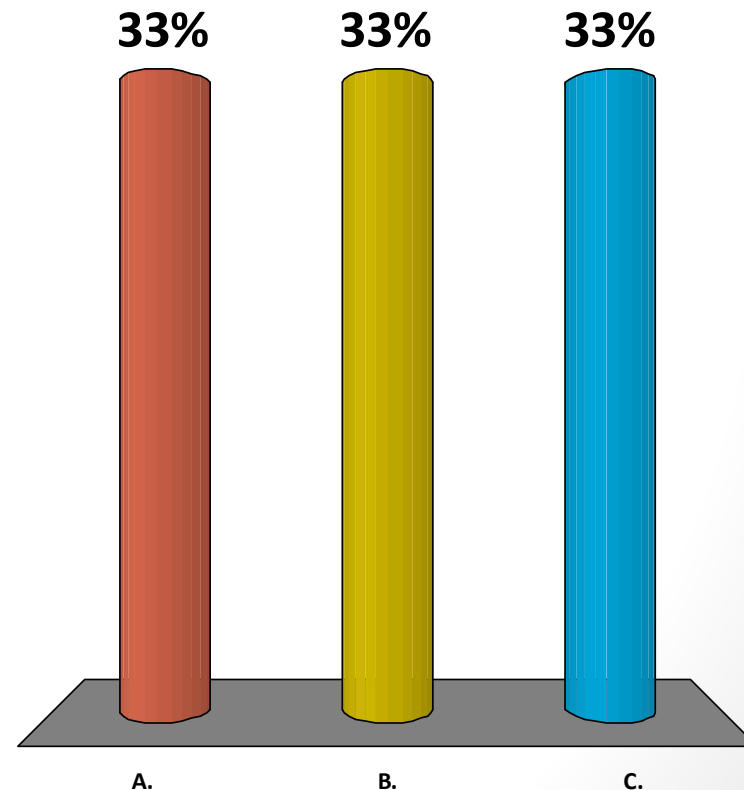
Which “Quality of Life” indicator is the most important to you?

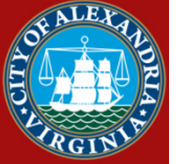
- A. reduce proximity to residential structures
- B. reduce interaction with older structures
- C. reduce proximity to environmental resources



Which “Convenience & Accessibility” indicator is the most important to you?

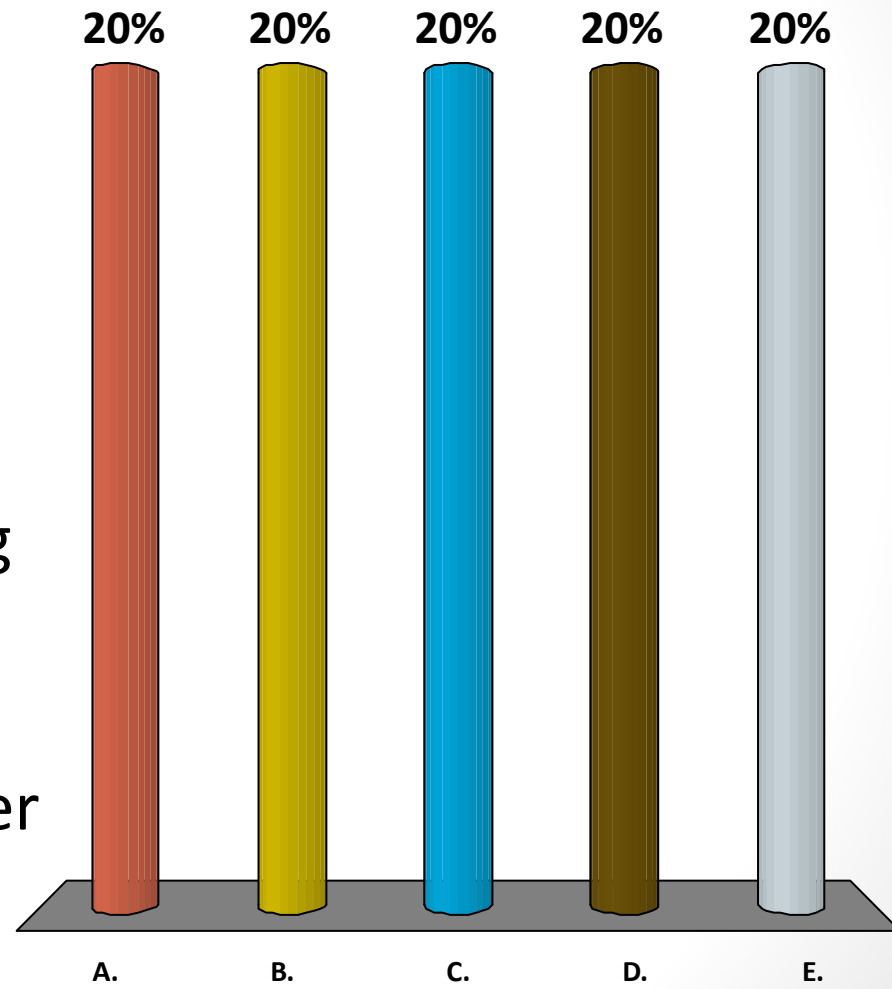
- A. reduce distance to publically accessible bathrooms/retail
- B. reduce distance to waterfront access
- C. reduce distance to King Street





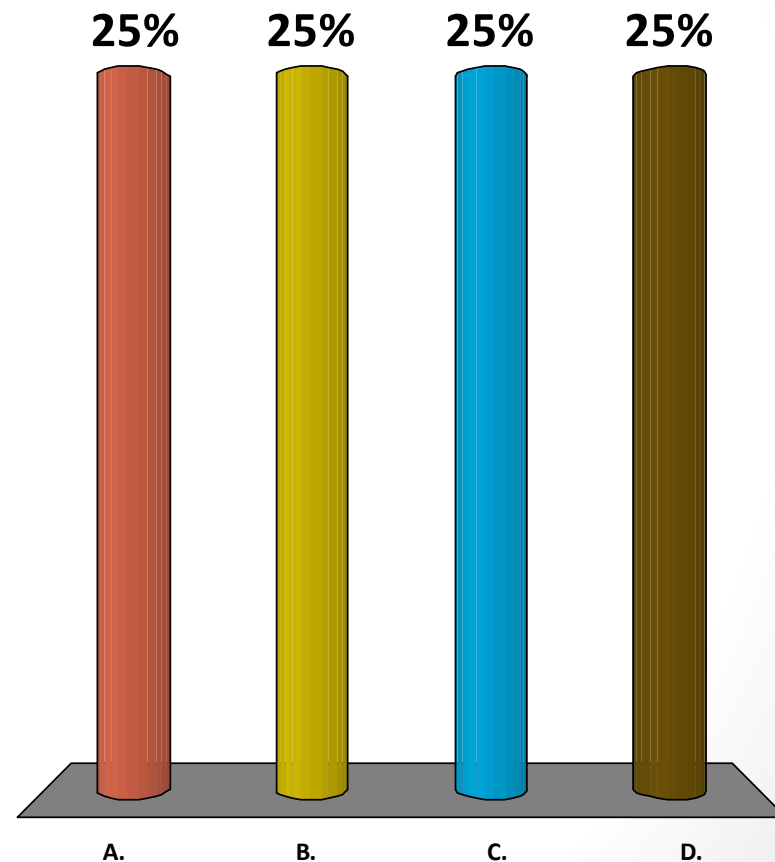
Which “City Operations” indicator is the most important to you?

- A. limit interaction on busy streets
- B. reduce conflict with pedestrians and bicyclists
- C. provide adequate or ideal space for turning
- D. reduce impact to existing parking
- E. provide access to other transit connections



Which “Facility Hours & Management” indicator is the most important to you?

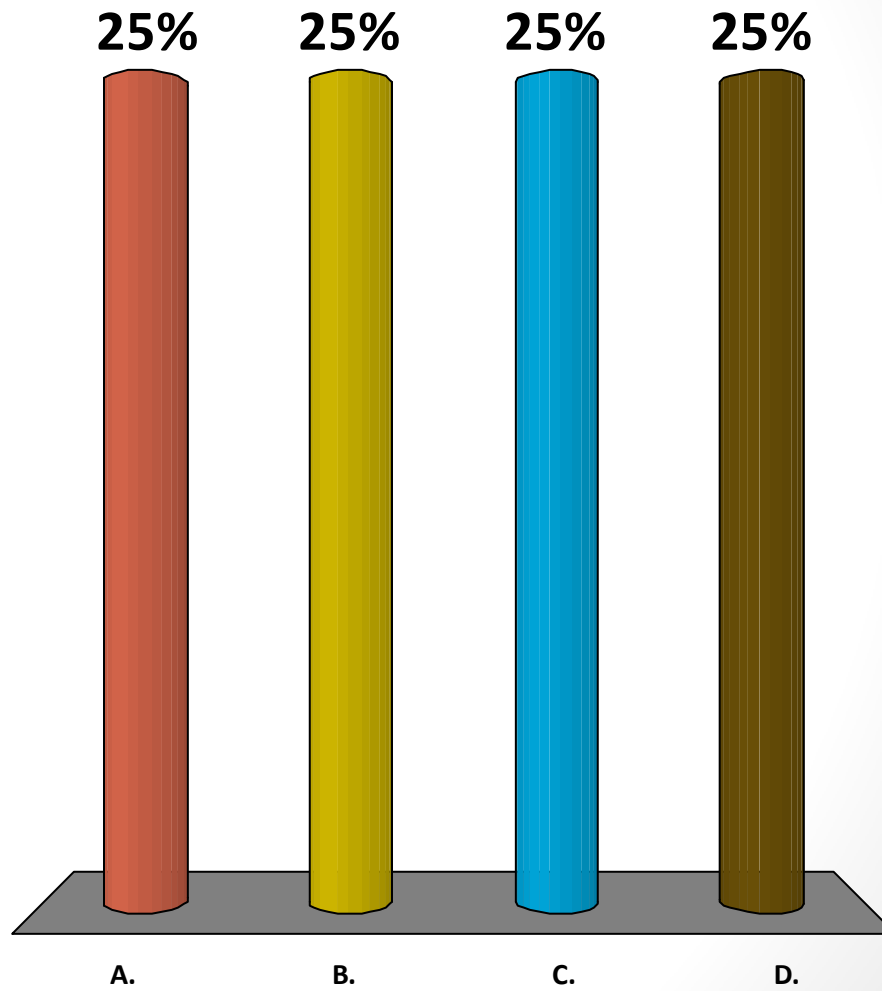
- A. potential to share space in existing truck loading zones
- B. distance to other motorcoach parking facilities
- C. facility availability (e.g. part time or peak season only)
- D. potential shelf-life





Which “bucket” is the most important to you?

- A. Quality of Life
- B. Convenience & Accessibility
- C. City Operations
- D. Facility Hours & Management





Part III: Overview of Short Term Parking Options



Short-Term Parking Study Locations

- Masonic Memorial
- Potomac Yard Cinema
- NRG Plant
- GW Middle School
- Holland Lane
- Jamieson Avenue





Masonic Temple





Regal Cinemas



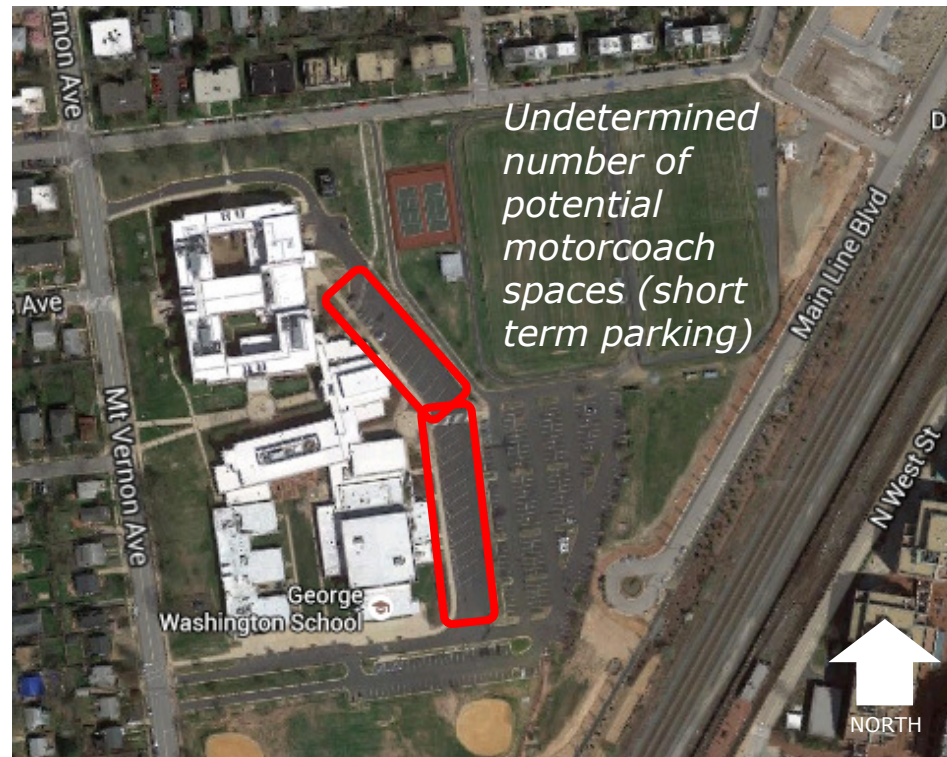


NRG Site





GW Middle School





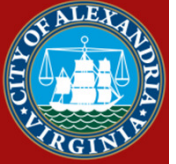
Holland Lane





Jamieson Avenue



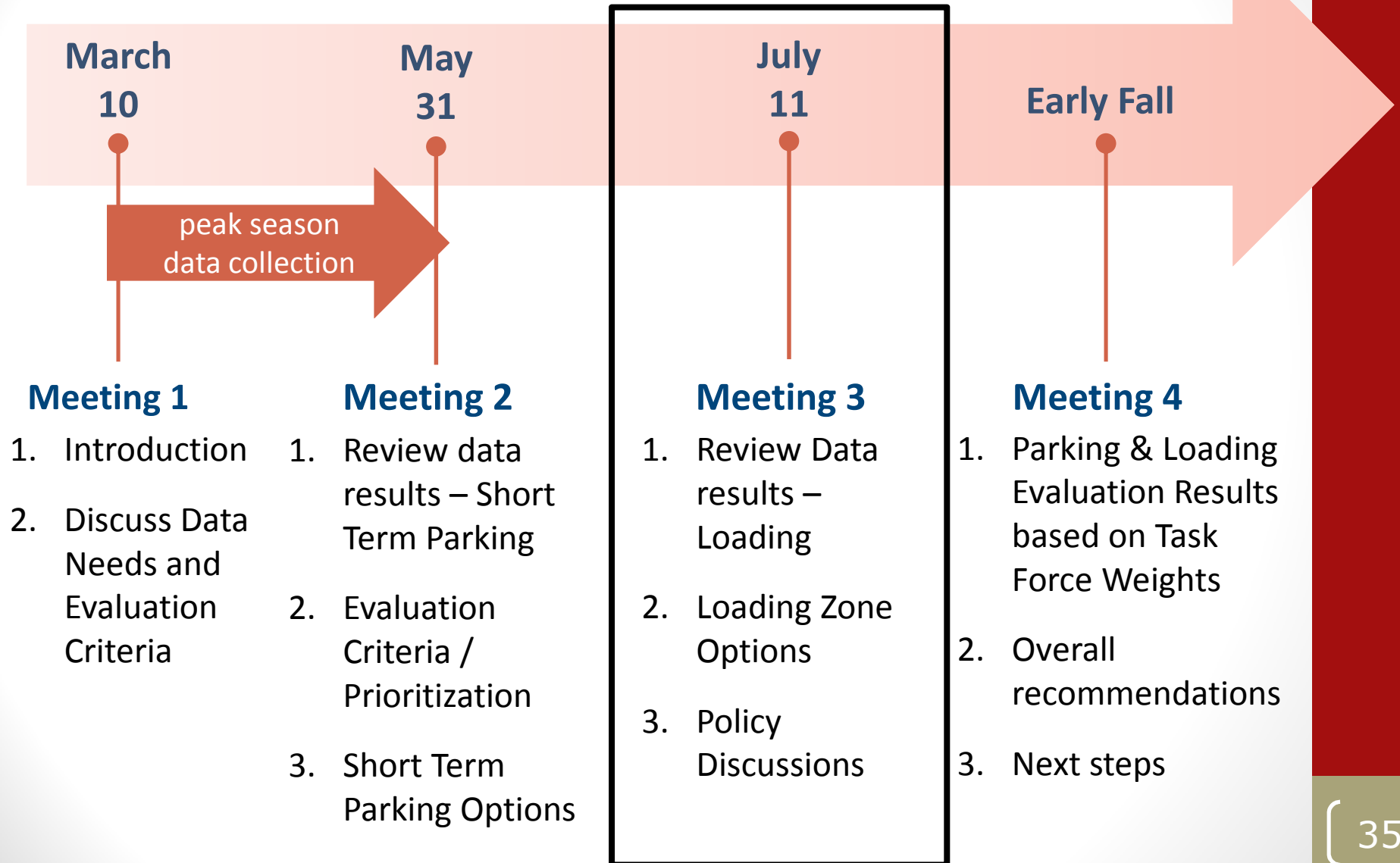


Public Comment Period #2

- Comments may be generally related to motorcoach facilities in the City, the Task Force, or may be specifically about the information discussed tonight.



Updated Schedule





Vice Chair Selection

Responsibilities:

- Coordinate with staff prior to remaining two meetings (typically 1-2 one hour meetings; vice chair may call-in if desired)
- Preside over meetings in the absence of current Task Force Chair

Process:

- Open nominations
- If more than one interested member; Task Force will vote
- Member may make brief statement if vote is necessary



Thank You!

www.alexandriava.gov/motorcoachtaskforce